



Mukilteo Multimodal Project

What's happening now?

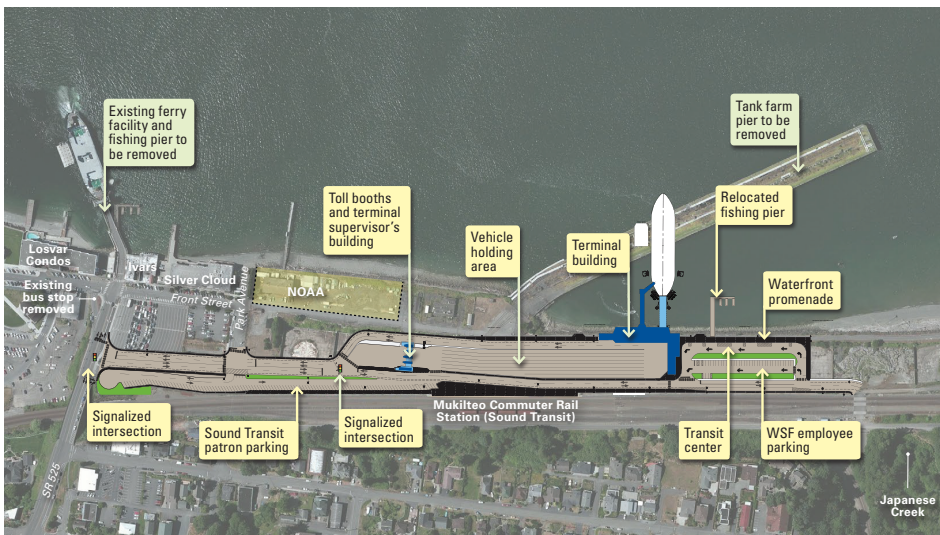
Washington State Ferries (WSF) and the Federal Transit Administration (FTA) published a final environmental impact statement (EIS) for the Mukilteo Multimodal Project in June 2013. The EIS describes proposed project alternatives and identifies environmental effects.

The Final EIS evaluates four project alternatives: two that would rebuild the terminal on the existing site and two that would relocate the terminal to the tank farm property east of the current terminal. The Preferred Alternative relocates the terminal to the Mukilteo Tank Farm.

What is the Preferred Alternative?

WSF selected a modified Elliot Point 2 Alternative as their Preferred Alternative in May 2012 based on comments from the public, agencies, and tribes, and the alternative's ability to meet the purpose and need of the project and minimize environmental impacts.

The Preferred Alternative relocates the terminal to the western portion of the tank farm site. Because the water is deeper in this location, the ferry slip would be closer to the shore with a shorter trestle than the other alternatives. The alternative includes a new passenger and maintenance building, a supervisor's building, and four new toll booths. It is the alternative closest to the transit center and commuter rail station. The existing ferry terminal and tank farm pier would be removed, eliminating thousands of tons of toxic creosote-treated debris from Puget Sound.



Depiction of the Preferred Alternative

Mukilteo/Clinton Ferry Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- 2.1 million vehicles per year;
3.9 million total riders per year

How will this project benefit ferry riders and the communities WSF serves?

The purpose of the Mukilteo Multimodal Project is to improve transportation between Whidbey Island and the mainland by providing safe, reliable, and efficient service for all modes. The project would:

- Offer better and safer access for pedestrians, vehicles and bicycles.
- Improve the efficiency and reliability of ferry operations, including vehicle and passenger loading and unloading.
- Improve transit connections for riders who travel without a car and help ensure reliable multimodal connections.



The Mukilteo/Clinton route is WSF's busiest route for vehicle traffic and has the second highest annual ridership, serving more than 3.9 million riders in 2013.



How has the Preferred Alternative evolved?

As a result of comments received on the DEIS and environmental analysis, WSF has refined Elliot Point 2 to meet the following objectives:

- Reduce the vehicle queue on SR 525 during busy periods. A larger holding area will help keep waiting vehicles off local streets.
- Provide a continuous walkway along the shoreline. The terminal's second story connects directly to the overhead loading ramp and waterfront promenade.
- Maintain parking for Sound Transit's Sounder commuter rail in its current location.
- Relocate the public fishing pier in the project vicinity, and also avoid disrupting fishing activities when the existing ferry terminal is demolished.

The overall footprint of the Preferred Alternative and its major elements remains very similar to how the Elliot Point 2 alternative appeared in the Draft EIS. WSF will continue to refine the Preferred Alternative as it proceeds with design and permitting in order to avoid environmental effects, meet the project's purpose and need, and best meet WSF's operational needs.

Why is this project needed?

The Mukilteo/Clinton ferry route is part of State Route (SR) 525, a major transportation corridor and critical link for residents and commuters between Whidbey Island and the Seattle-Everett metropolitan area.

The Mukilteo ferry terminal is among WSF's busiest facilities, but it has not had significant improvements for almost 30 years and needs key repairs. The current terminal layout makes it difficult for passengers to get in and out of the terminal and contributes to traffic congestion, safety concerns, and conflicts between vehicle and pedestrian traffic.



Mukilteo Multimodal Terminal Deficiencies

How is this project funded?

The total project cost is \$129 million. The Legislature has identified \$112.9 for the project, including a mix of state and federal funds. Most recently, the project secured a \$4.7 M grant from the Federal Transit Administration to complete the first phase of construction. Because of its multimodal emphasis, the project is anticipated to be highly competitive for securing additional federal funding.

What are the next steps?

FTA is anticipated to issue a Record of Decision in Summer 2014, which completes the environmental review process and will allow WSF to move forward with final design and construction.

For more information:

Visit

www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal

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